



NEWSLETTER – OCTOBER 2005

EDITORIAL

Quite a hectic month for Hart events which inevitably results in a thick newsletter complete with pictures and details of events past and future. Many thanks to all who have contributed to this months offering. I know there are a number of extra photographs from the Sprint Royale in various members cameras but these will have to wait until next months newsletter now so look out for them then.

The Sandhurst Motor Spares Grass Autotest kept a few of us smiling. I really enjoy this sort of club level event where costs are kept low and there is a genuine feeling of friendly rivalry between like minded individuals. I try to do a couple of these each year and they always leave me enthusiastic for more. Particularly nice to see was a group of people new to autotests being converted by the sheer fun of the event. My thanks to all who helped make the day a success.

Unfortunately my plans for the Londinium Pedit met with a slight technical hitch. I don't seem to have any spare time at the moment so I ended up double booked. A few people contacted me for details of this event so if anyone fancies putting pen to paper to let me know how they got on I would love to get an article into next months publication.

November sees the arrival of the Tempest. This event seems to have caught the imagination of many in the club and as it stands we seem to have the majority of the volunteers necessary to run our traditional stage. A few more are needed to cover all roles so if you would like to get involved in this please contact Pete Trenter or any other member of the committee.

All the best out there!

Grenville Williamson

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CHAIRMAN'S CHAT

Welcome to this month's newsletter.

The 'CCC Sceptre 12 Car' went off well in the end with everyone seeming to have a good time. This new format of start and finish at the pub works very well and makes the event a good social occasion. Look out for results and report elsewhere. Following this a few of us headed for Basingstoke the week after to help Glynn with entries and marshals for his 12 car. Similar format and again a good social event was had by all. Nothing like a bit of 'inter club' association with some side bets going on behind the bike sheds!

Just a month to go ('ish) for the Tempest! Have you committed some time for the event? Are you coming on Saturday the 5th to help run Yateley? Have I GOT YOUR NAMES DOWN? It is so important that you let me know you are coming! Let's make Yateley the Number One Stage again this year by showing the rest how Hart Motor Club do things. I appreciate your valued support as always. Full details of times / locations will be notified in good time, meanwhile please see 'notice of event' elsewhere in this Newsletter.

Take care out there and hope to see you all very soon.

Peter Trenter

.....*Fond memories!!*.....



FARNBOROUGH DISTRICT MOTOR CLUB

AUTUMN ANTICS – LOOSE SURFACE SLALOM

Deepcut, near Camberley, Sunday 23rd October 2005

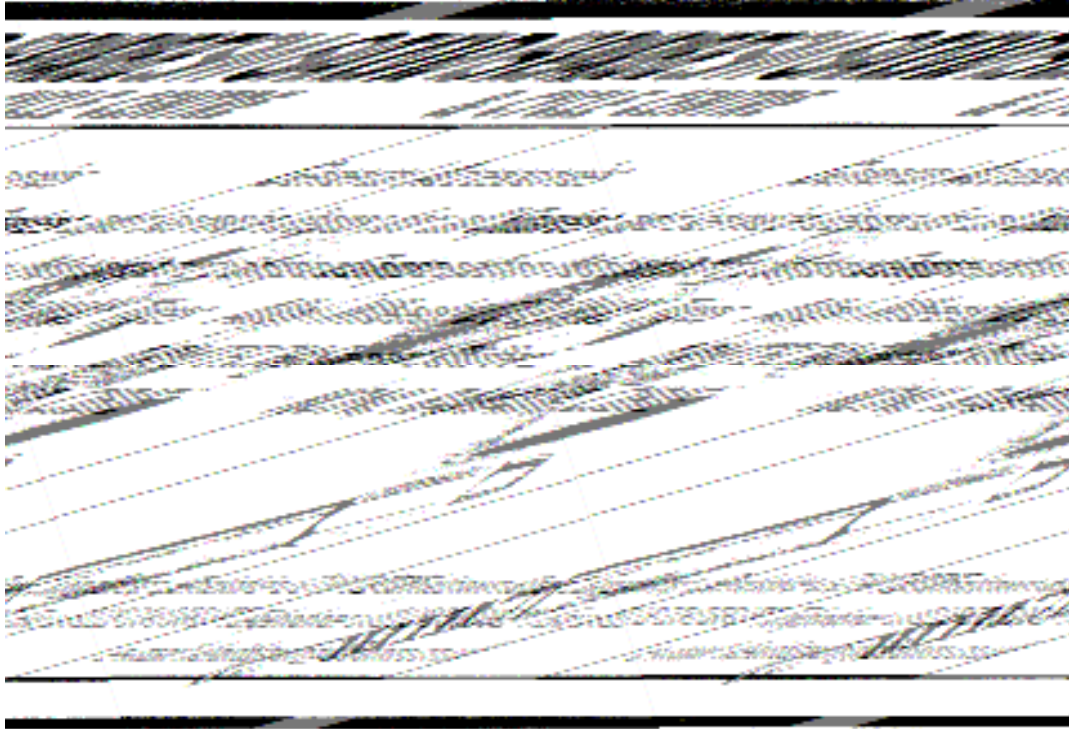
Entry Fee: £25

For further details contact:

The Secretary of the Meeting: Graham Widdows, 58 Hatch Ride, Crowthorne, Berks RG45 6LB

Phone: 01344 775159

The Clerk of the Course: Richard Field, Phone: 0118 9873066



SANDHURST MOTOR SPARES GRASS AUTOTEST 2005

(Pics thanks to Adam Garside and Katie Williamson)

Another great day for the SMS Grass Autotest. Gwyn did the competitors and marshals proud with another well organised and smoothly run event. Once again the weather was predominantly sunny and with the grass a bit shorter than it had been previously there was a good level of grip combined with enough slippery stuff to keep the back of the car pirouetting beautifully.

There were a few people new to autotesting but all ended the day with huge grins and a thirst for more. It must be one of the most cost effective events with a full days entertainment for under £20 (if you got your entry in early enough).

Looking along the forecourt that is my drive way I chose the Toyota Carina 1600 hatchback. Having failed to gain an MOT, but never failed to start or run, I had been given this car from a friend at work. It seemed to run well and the handbrake worked so that was good enough for me. Always one to encourage the enthusiastic I shared the car with my 12 car partner, Steve Sims. By entering in the PCA part of the event we could also rely on Dan Sims as our trusted navigator.



The Citroen AX. It won't surprise any of you to know that this was the car I would have chosen given the opportunity. Paul Prescott did the business in the under-rated French shopping trolley and managed a First in Class and Third Overall.

(Anyone read James May's article in the Telegraph where he declared the 1991 Citroen AX the best car he'd ever driven? – Ed)



First and Second Overall were the May brothers in their Mini. This time it was Simon's turn to take the overall honours with brother Adrian taking second place.



I must admit I'm curious why they'd choose a Mini over a Toyota Carina but it certainly did the job through the twists and spins on the day.

RESULTS

Name	#	Club	Car	Total	Class	Event	Auto	Test	Test	Test	Test	Test	Test	Test	Test	Test	Test	Test	Test	Test
				Best		O'all	Test	1	2	3	4	5	6	7	8	9	10	11	12	
AutoTest																				
Simon May	B3	FDMC	Mini	555.9	1	1	1	27.4	62.0	44.0	37.9	43.8	40.3	59.0	68.7	25.7	47.0	62.5	37.6	
Adrian May	B4	FDMC	Mini	564.6	2	2	2	28.2	66.6	45.0	37.8	43.1	39.9	58.9	72.7	25.6	48.3	60.7	37.9	
David Garside	B5	BMC	Nova	629.2	3	5	5	29.8	69.0	47.0	40.8	48.6	46.7	68.0	77.3	26.9	51.4	75.7	48.0	
Paul Prescott	C07	FDMC	AX	600.2	1	3	3	29.6	66.7	46.0	39.0	47.9	41.4	60.7	81.9	27.1	50.8	68.7	40.4	
Chris Dear	C09	HMC	Metro	630.5	3	6	6	33.5	69.9	53.0	40.3	50.2	43.9	65.6	77.9	28.2	54.5	64.4	49.1	
Terry Dear	C10	HMC	Metro	703.2	5	11	9	33.2	81.2	76.0	45.0	58.9	46.0	76.2	63.7	28.0	62.8	72.9	59.3	
Bill Mexson	C12	HMC	309	736.2	6	13	11	32.4	75.4	53.0	48.7	57.3	50.5	80.6	100.5	31.1	79.2	76.7	50.7	
Andy Watson	C13	WMC	MR2	692.5	4	8	7	34.4	72.3	59.0	47.4	53.2	45.4	71.2	88.6	27.4	71.7	76.3	45.6	
Derek Looker	C14	Dolphin	205	602.6	2	4	4	30.2	69.1	50.0	39.8	48.4	42.6	60.8	75.9	26.6	49.2	67.7	42.4	
Steve Wallace	C15	HMC	309	790.8	7	14	12	34.4	78.4	76.0	46.1	60.9	57.8	88.2	89.3	29.9	79.2	98.7	51.9	
Adam Garside	D6	BMC	Vectra	703.3	2	12	10	30.4	74.6	52.0	52.2	53.4	54.4	69.8	96.1	27.9	54.1	85.3	53.2	
Glynn		HMC/																		
Hayward	D8	BMC	Mundano	701.4	1	9	8	32.8	78.1	56.0	41.5	52.6	45.1	66.3	87.5	27.3	69.9	71.4	73.0	
PCA							PCA													
Gren																				
Williamson	G01	HMC	Carina	664.7	1	7	1	30.5	70.2	53.0	40.7	57.7	42.9	66.1	86.6	28.0	54.4	79.8	54.9	
Steve Sims	G02	HMC	Carina	702.8	2	10	2	30.6	74.4	63.0	44.3	59.4	44.4	72.4	86.8	29.1	70.5	78.3	49.7	
Julie Jenner	G11	HMC	Suzuki	797.6	3	15	3	36.8	77.6	79.0	48.5	58.9	51.0	84.6	111.3	32.7	64.0	92.4	60.8	



This way! No, this way! No, this way!





Steve and Dan Sims with smiles that never left their faces all day. Unfortunately Dan could not compete on this occasion as the rules only allow for younger competitors in cars up to 1400cc. I'm pretty sure he'll be out next time though!

Steve Wallace partnered Bill Mexson in the 309. Despite a few occasions where we thought we'd seen the last of the car it kept being repaired and made it to the end of the event. As you can see here the car was treated with the respect it deserved!



Chris and Terry Dear shared a very well presented little Metro. Although this picture suggests there was about to be a penalty for striking a cone I can assure you that the route was completed cleanly.



David Garside had a few problems as his exhaust became decoupled from his trusty Nova. Luckily brother Adam was on hand to help resolve that little problem and allow David the opportunity to complete the event and come 5th overall!



The group shot of all the competitors, marshals and organisers. Thank you to all who came out and helped make the event a success. Particular thanks to Gwyn for another excellent Grass Autotest.

FDMC/HART MC - SPRINT ROYALE 2005 – 2ND OCTOBER 2005

A good gang of Hart guys and gals were seen at this year's Eelmoor sprint. Out competing were the usual SMS Motorsport gang of Westfields, Fiesta Cosworth and a Renault Clio Sport 182. Drivers for the day were Dave Buttle, Ray McClatchie, Mike Denny, Alastair Flack and Gwyn Jones. The Woods brothers Alan and Stuart were in attendance in their Westfield, with Dad Phil performing pit adjustments on this occasion. Helping FDMC to keep the whole show running smoothly were Katie and Grenville, Tony Perret, James Lumley and girlfriend Kim.

The cars line up :-

- Red Westfield – good ole 1600 crossflow power; driven by Dave and Ray in class 7
- Green Westfield – Lotus Twin cam powered, driven by Mike, also class 7
- White Fiesta Mk3 – Cosworth powered rear wheel drive, driven by Al and Gwyn in class 12
- Renault Clio Sport 182 – slightly modified production, driven by Gwyn in class 5

The weekend of this event had turned out to require a somewhat hectic schedule to say the least; as one of my clients, a circuit racing Porsche 924, had introduced an additional event into his race calendar. Consequently, Friday afternoon saw me load up my trailer with the car for a trip to Rockingham Raceway for qualifying in a Euro saloon series Sat a.m., race 1 Sat p.m.; to be followed by the same on Sunday as a supporting event for the Days of Thunder SCSA race. We had a good race, finishing 3rd in class and 10th o/all. I checked the car over in preparation for Sunday's race, then headed home via Reading, pick up Al's trailer, go to Sandhurst to load the Fiesta, go home, have dinner, go to bed!

Get up early (far too early for me!) on Sunday to meet up with the others for the short run down to Eelmoor, all the time hoping that my other ride would turn up on time! The car, a Renault Clio Sport 182 belongs to one of my customers Mark, who was keen to see it perform on track, but declined to get himself kitted with a comp licence etc so that he could also compete in it. The car is just about run in, being a couple of months old, and is modified slightly with an induction kit and competition brakes, not even full harnesses yet. Text him at 7:30 to wake him up, turns up without his timing strut, cobbled a bit of wood with tape and presented the car to scrutineering and noise – last competitor to do so!

By now, it was time for my first practice run, and I hadn't had time to walk the course! Did a qwik check of my sanity, conclusion - don't have any!!

Two extremes to cope with today, approx 190hp front wheel drive, power steering, creature comforts et al (could have had the CD player on; a la The Stig, in fact I was asked at the start line what my music choice was to be!) and next I was to be strapped into a 230hp rear wheel drive beast on slicks, definitely no creature comforts here! Wondered how the Porsche was doing?

Completed two practice runs in both cars; relatively uneventful – stayed on the black stuff anyway; and posted times around the 60 seconds mark. The Fiesta's throttle cables got microwaved by the exhaust system, so we had a rapid bit of fixing to do, to just get our second practice runs in. Didn't fancy the prospect of throttles sticking open, anyway they were fine for the rest of the day.



Photo by kind permission of Tony Large Photographic.

Got into sub 60 sec times with both cars in the first timed runs, a 58.62 in the Fiesta, my best for the day, and a 59.73 in the Clio, leading the class at this point. Not a bad bit of kit this Clio! My main opposition in class 5 was Sara Church in the fairly modified Honda Civic type R, a mere 0.13sec behind, bit too close for comfort really.

Alastair's 1st timed run was a non event as the Fiesta's management system refused to co-operate around the top bend. On his second and third runs, it all behaved and Al got to grips with the car – handling was not good, loads of understeer being that the suspension was still in raised gravel trim from its last outing – and posted a time 57.67. My attempts to improve resulted in “a four wheels off” – round the straw bale rather than in front of it and definitely not on the black stuff!

Meanwhile back in the Clio, tried a nice and smooth run for the second attempt, in theory less spectacular means quicker, but not on this occasion. Sara got in front of me now. Lined up for my last run, Tim Walton pipes in thru the window informing me that “Sara has gone quicker again and just squeezed into the upper 58s, what was I going to do?” “I'll give it my best shot” I replied, thinking that I need to find a whole second from somewhere. Improved a bit, but not enough and finished second in class. Mark, the owner, would have liked for me to have beaten the type R, but at least he was driving his car home none the worse for wear. (never raced or rallied guv!)

So what do I reckon to the 182 Clio Sport? Well, its got traction control which it needs – we had it off all day though as it was dry – it does pull well with an additional spurt of power when the VVC kicks in at 5k. A few days before the event, we fitted grooved front brake discs and Mintex comp pads, and it don't half stop. We did have ABS on and used it a couple of times during the day. Handling is very nice and neutral on its factory fitted Michelin pilots, but it does lift its rear wheel when provoked – see photo. A thoroughly recommended road going racer this one!

A busy but highly enjoyable day. Many thanks to Mark for use of his Clio and Keith for entrusting me with the Fiesta. (The Porsche at Rockingham DNF'd with a broken exhaust and a puncture.) Dave and Ray got an excellent 1st and 3rd in class 7, Stuart and Alan Wood 1st and 2nd in class 12. Mike's smile factor was good as he enjoyed himself as usual.

Gwyn Jones

SMS Motorsport



Ian Anderson in the Mini 1275GT. Not sure if it was loud enough for the noise meter to register it but great to see it out competing.

David Storey's Vauxhall Astra GSI.



Phil Wood as Team Manager on this occasion looking after the trusty Westfield for sons Stuart and Alan.

Sprint Royale, HMC Members Final Results			Timed Runs			Best	Postion		
No:	Class Name	Car	1st	2nd	3rd	Time	Class	O'all	
3	1 Ian Anderson	BL Mini 1275 GT	71.61	71.69	70.60	70.60	4	57	
18	5 Gwyn Jones	Renault Clio Sport	59.73	60.02	59.59	59.59	2	28	
20	7 Mike Denny	Westfield Sei	63.16	63.33	62.62	62.62	7	41	
21	7 Ray McClatchie	Westfield SE	59.68	59.16	57.95	57.95	3	16	
121	7 David Buttle	Westfield SE	57.26	56.37	55.91	55.91	1	10	
38	10 David Storey	Vauxhall Astra Gsi	59.16	58.48	999.00	58.48	3	21	
43	12 Gwyn Jones	Fiesta XR2i	58.26	59.95	999.00	58.26	8	18	
143	12 Alastair Flack	Fiesta XR2i	999.00	57.96	57.67	57.67	7	15	
144	12 Stuart Wood	Westfield SEi	52.92	63.04	52.74	52.74	2	2	

TEMPEST South of England Stages : Yateley Stage

Weekend of 4th / 5th / 6th November 2005

Dates / Times & Other Information

Stage Arrival Map Reference: **186 / 8095058500**

Stage Start Map Reference: **186 / 8090058500**

FRIDAY 4th November: **Arrive at : 08:00 hrs : At Stage Arrival**

Recce crews for the 'International' event will have two runs through between 10:00 hrs and 12:00 hrs (those participating in the 'Clubmans' event WILL NOT be allowed to recce!), would like to have at least one arrow per junction to assist (albeit not mandatory) – Stakes to be positioned ready to go up on Saturday and brushwood to be collected (NO PATHS TO BE BLOCKED PRIOR TO EVENT!) ready to be positioned on the Saturday.

Hopefully out of Yateley on Friday by 14:00 hrs and then off to Rushmoor to assist as required before watching the start in the Arena at 19:00 hrs. (Don't be late home as we need you up bright and early on Saturday!!).

SATURDAY 5th November: **Sign on at: 07:00 hrs At Stage Arrival**

Stage : SS8 Car '00' due : 10:23 hrs

 Course Closer : 12:33 hrs

Stage : SS15 Car '00' due : 15:04 hrs

 Course Closer : 17:14 hrs

Saturday is the 'Main Day', need to get going early with stage set up ready to accept the first 'Checker Car' at 09:28, from then on WE NEED TO BE READY TO GO!. We have two runs through during the day and we expect the later cars to be running in darkness, clear up will begin after the Course Closer, please remember to bring a torch, marshal bib (if you have one), food / hot drinks and some warm clothing!, I'm sure we all know what is required but if you need some guidance James and I will be there to help, please don't be afraid to ask!.

**** SUNDAY 6th November:** **Arrive at : 10:00 hrs : At Stage Arrival**

**** (nb : Sunday only if clear up not completed on the Saturday!?)**

Sunday will be for a final clear up after the event, collect any items missed on Saturday including, tape, arrows, stakes, signs etc and to clear any brushwood that has been left behind. Hopefully most will be done on Saturday evening.

That's about it from me, I look forward to seeing you all on the days above and please contact either James or myself if you require any further information.

Peter and James

Dolphin Motor Club

The Firecracker Autosolo

Warren Farm, Culham : Sunday 6th November 2005

Entry Fee: £25

Further details contact: Diane Harrison, 2 Celandine Grove, Thatcham, Berkshire RG18 4EE
Phone: 01635 872946

MSA BRITISH RALLY CHAMPIONSHIP TAKES ITS PLACE IN REVISED UK RALLY STRUCTURE

The Motor Sports Association's Rally Championship Control Panel met this week to award the sport's championship permits for the 2006 season. The MSA's new structure now features a recognisable pyramid of activity culminating in the completely revised British Rally Championship.

"It may not look radical on paper," admits Colin Hilton, MSA Chief Executive, "but UK rallying is now in a much better position to move forward. We have established a proper structure throughout the sport and if we can deliver a strong and thriving British Rally Championship at the top end, attracting the best drivers, co-drivers and teams, it will have positive repercussions all the way down to the grassroots."

Contrary to recent speculation, the format of the new British Rally Championship that had been proposed by UK Rally Limited was only determined and approved at this week's Championship Control Panel.

In 2006 the emphasis will be on providing competitors with attractive and affordable events. The BRC will feature six rounds, all of international status, offering a combination of gravel and asphalt events and finishing with the prestigious Wales Rally GB in November (subject to FIA World Council ratification of the date of the UK's WRC round). Drivers will count their best five results from the year.

As has been widely reported, entry to the BRC from 2006 will be limited to Group N production and Super 1600 cars only. A proposed six round 'Rallymasters' championship will provide a mix of value for money asphalt and gravel events for World Rally Cars and non-homologated vehicles. The 'Rallymasters' will run alongside the BRC on all events except the Wales Rally GB and the Manx Rally and will augment its calendar with the inclusion of the Rally of Wales and the Tempest Rally.

"There has been much discussion about the merits or otherwise of WRC cars in the BRC," says Colin Hilton. "Having evaluated the proposals very carefully, we feel that the interests of the championship and the competitors will be best served by the adoption of Group N and Super 1600 cars. We believe that providing a level playing field will enable the best talent to rise to the top and assist us in identifying those with most promising ability.

"Of course there will still be people who want to watch and compete in WRC machinery and the Masters series will cater for their needs. But the new BRC is designed to develop talent and provide a credible stepping stone for future success on the international stage."

The MSA's revised structure for UK rallying is now complete. At National A level, the MSA Asphalt, MSA Gravel and MSA British Historic Rally Championships will continue to be organised by BTRDA, ANCRO and the HRCR respectively.

Below this, at National B level, the English (BTRDA), Scottish (MACHARS), Welsh (WAMC) and Northern Ireland (ANICC) Rally Championships will ensure that excellent opportunities for competitive participation are available across the country.

A chart outlining the new structure is available from MPA Media.

Release MSA05-041: 29 September 2005



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ptrenter@camberleycarcentre.co.uk

IT STARTED WITH A HISS NEVER THOUGHT IT WOULD COME TO THIS!

During it's 2003 MOT my 1998 Alfa Romeo GTV was diagnosed with a leaking exhaust. This was resolved by welding in a suitable repair patch but it did serve as a warning to me that all was not well in this department and that before it's next test a replacement would be needed. As the decision could be delayed it duly was, and the matter was suitably forgotten for a few months.

Inevitably the problem recurred, unfortunately this was as the winter arrived. With the bad weather came the most amazing lethargy when considering spending hours under the car trying to patch up the multiple holes that now existed in the pipe. In the end this would only serve to delay the demise so would the effort really be worth it? Probably better off putting up with it for a while and see if it makes it to the next MOT test.

Six months later the usual engine note had been joined by the tell tale hiss and burbles associated with an exhaust system which looked like it had been fabricated from old colanders. The GTV's next MOT date was looming and I was going to have to bite the bullet finally. Time to survey my options.

Unfortunately, for my bank account at least, it was about this time I read an article by Jeremy Clarkson featuring an Alfa Romeo 146 that had been modified by a company called Autodelta. Clarkson scoffed at the 'Max Power' additions such as the ludicrous body kit, but marvelled at the excess power of the tuned engine. The sections of the article relating to the power source read like an advert for the company. Apparently Autodelta were an Alfa specialist who could supply a wide range of after market products to enhance the cars. With such high praise I found the company's web site to start my look for a new exhaust system.

The Autodelta web site is an Aladdin's cave of ideas for the Alfa enthusiast. Rather than concentrating on the job at hand you soon find yourself wandering around gazing in awe at the diversity of what is on offer and the implications of what this would mean to your car. On my way to the exhaust section I found a turbo-charging kit, big bore kits, cams and all manner of other manna from heaven! Maybe one day!

In the mean time Katie and I had decided to take our recent acquisition, a 1974 Lancia Fulvia, to the Autoitalia day at Brooklands. The car had been stood for some time before we bought it so we had dropped it in at Gwyn's for a general look over and tune up. To take it to Brooklands we would have to pick it up on our way there on the day of the event. I took the opportunity to use my Alfa to drop Katie at Gwyn's then follow from there. In this way we'd both be allowed into the event.

Once in I noticed a display of newer cars with a big banner behind them saying 'Autodelta'. Taking a roundabout route through the sea of red sports cars in front of the main buildings, we eventually ended up at this display. Two customer cars attracted my attention. One was a GTV with the turbo kit added and the other a Spider that had been supercharged. The conversions were very tidy in the engine bay and did not require any changes to the bodywork of the car, so from the outside you could choose to keep the car looking standard. But just how good would they be?

Later in the day the organisers opened up the test hill for anyone who wished to take their car up it. Needless to say Katie was soon signing on in the Fulvia but as the cars lined up I noticed the turbocharged GTV pulling off the display area and joining the queue. I positioned myself about two thirds of the way up the hill ready to see the action.

First up the hill were some Ferraris. These ranged from '60s models through to current production models. Quite impressive but what would the Alfa do? As it settled on the line there was a blip of the throttle and a whoosh of a dump valve that gave away the modification then the start line marshal raised his flag.

Basically the GTV managed wheel spin most of the way up the hill in first and second gears before having to brake to make the ninety degree right that greets you as you reach the summit. Very impressive and definitely worth further investigation.

Back at the stand the information available was limited but my mind had been made up to contact these people the next week to find out more!

Initially I used the e-mail address to contact Autodelta. Soon after sending some basic questions they responded by phoning me and running through my thoughts and how they could provide a suitable solution. By this time the after market exhaust had become some significant engine work, a slight gearbox change and the sports exhaust. I wasn't completely convinced about the turbo charging option however, as the increased wear and servicing could result in significant running costs. The supercharging option was my preferred route and from what I was hearing this company had the skill and experience to do the job.

Insurance was the next hurdle! What would they charge? After a quick call to the company who insured our old sprint car I came managed a quote that was about 20% higher than that for the standard car. Not bad really as I had added the brake modifications already done, the gearing change and the supercharger fitting.

After convincing myself I was a young car enthusiast who should be driving something different to the average Joe I decided to bite the bullet and booked my car in. Any apprehension was overcome by the

excitement of having something a little bit special! The next few days passed with me smiling to myself and waiting to take the car up to Autodelta's workshop in London.

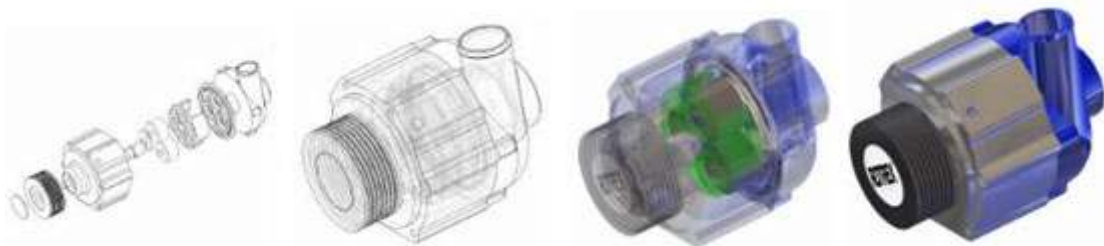
When the big day came I drove up to London and used the map I'd downloaded off the web to find the workshops. Within a mile of my destination I ended up behind one of the new Rolls Royces. As an aside this was in front of me with a Mercedes Vito van in the next lane and there was nothing between the two when it came to height and width! I followed the Rolls along the main road, then into a side road, then into another side road. I was about 100 yards from Autodelta when the Rolls turned into a H R Owen sales depot where it parked among the Lamborghinis, Mercedes and Bentleys. Once past that I could see Autodelta across the next junction.

I must admit that first impressions had me a little worried. From the outside you can see a number of 80's and 90's Alfes that have obviously been there a while and look a little the worse for wear. Through the main garage door I could see an Alfa 75 on the stands. Total value of all the cars visible was less than mine on it's own so did I really want to hand over the keys to my beloved GTV and walk away? I walked into the building and as the workshop extended to my left I noted an altogether more professional looking area with a number of newer cars being worked on. This made me a lot happier.

Once in Reception I booked the car in and had a chat to the man in charge. He is as Italian as they come and chatted to me about the history of my car and it's current state before looking over the car and listening to it run. This apparently was a test to see if the car was a reasonable starting point for a project of this nature. I imagine tuning companies get all sorts of vehicles arriving with expectant owners hoping to hand over a smoking pile of rust and get back a Ferrari beater, so they can't be too careful. Having had the car fully serviced by Peter Harding and his Alfa trained mate recently it was no surprise that it passed with flying colours and so the keys were handed over and a list of work complied.

During the next few minutes my confidence grew as first one of the body shop people came in and then one of the mechanics and both were also Italian. This company obviously has a passion for the marque which is good to see when it's your pride and joy you're dealing with. Happy with my decision I was offered a lift to the nearest tube station and readily accepted.

After a few days I got a call to say the Alfa would be ready soon and made arrangements to go to London and pick it up. So one afternoon I got the train up to The Smoke to be reunited with my car. After some significant money changed hands I was pottering off into the snarled up traffic of London in rush hour.

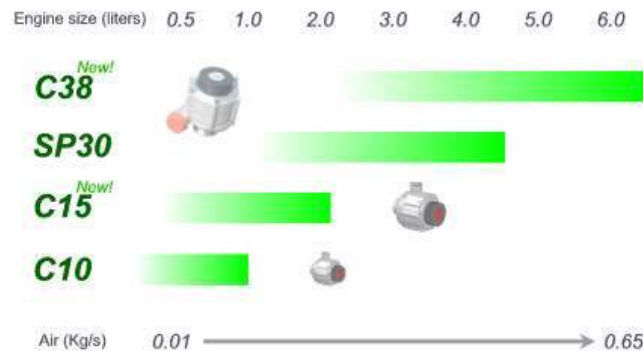


The SP30 type supercharger – Named after the speeding offence no doubt!

First impressions were good. Although I did not have the chance to really open her up the car was impeccably behaved in traffic so my fear of it being less driver friendly was unfounded. Unfortunately the new fifth gear seemed to catch every time you tried to engage it, which was more than a little irritating! I got home though without any serious issues and without doing too much to the supercharger as they apparently require running in prior to full revs being used.

Over the next few days I got the recommended 1,000 mile running in period out of the way and had the chance to open it up more and more. As the supercharger is running all the time there is no delay to it or sudden surge from it. In fact the drivability is great as the cars manners are impeccable. If anything the longer fifth gear actually makes it more sedate on the motorway and as there are reduced revs (so reduced losses in the engine) the overall fuel economy is about the same as before the mods were done. Result!

After about 1,750 miles fifth gear was still catching regularly and now there was an oil drip coming from the supercharger casing. Autodelta wanted it back after about 1,000 miles to check the installation so I took it back in after explaining the faults. Both issues were resolved and the car was checked over before I was given it back.



For those wishing to investigate adding a supercharger you need to match the right one to your installation.

After a few apprehensive weeks looking under the car for leaks every time I parked (it's amazing how many oil marks there are under every car park space!), I built up some confidence that all was resolved and continued to put miles on the car. Thus far (some 15,000 miles later) neither problem has returned and the car is running well.

Performance is good. GTVs are sporty looking but actually come in at 1,300kg as Alfa have tried to counter their image of unreliable tin boxes that dissolve in water. Even with 210bhp on tap now (instead of the original 150bhp) it's not exactly a rocket but it's certainly more entertaining on the road. It's also good overtaking sports cars and performance saloons knowing that the 2 litre badge on the back will confuse the unfortunate drivers!



The higher 5th gear means the same overall fuel consumption despite improved performance!

With over 90,000 miles now on the car it's suffering from the usual Alfa niggles (rarely affecting the ability of the car to get from A to B but often annoying and usually simple to avoid), but – touch wood – the supercharger, fifth gear and exhaust are all doing well. The only issue that was unforeseen at the time was the arrival of our daughter Rose 10 months after having the mods done. I should really be driving a sensible car rather than a 2+2 with no boot space, limited room in the back and no option to turn off the passenger side airbag! Unfortunately the mods have made the car difficult to sell so I'll just have to put up with it rather than a nice diesel Picasso. As you can imagine I'm gutted!

Grenville Williamson

NEW FASTEST CAR

Bugatti's troubled EB16.4 Veyron supercar has finally lived up to its promise and broken through 250mph in a test session at Volkswagen's Ehra Lessian test track. The figures see the Veyron smash the recent 241mph claimed by Koenigsegg with its CCR and the McLaren F1's long standing 240.1mph record set in 1998.



It's not only the top speed that's sensational but also the Bugatti's acceleration. The four turbo, four-wheel-drive supercar sprints to 62mph in just 2.5 seconds and reaches 300kph (186mph) in a scarcely believable 16.7 seconds.

To put those figures into perspective a merely fast car like an Aston Martin DB9 would take over a minute longer to reach 300kmh and sprints to 62mph in 4.9 seconds. The Bugatti makes even Porsche's Carrera GT look pedestrian; it takes 3.9 seconds to reach 62mph and tops out at 'just' 205mph.



To achieve its sensational top speed and acceleration figures the near two tonne Bugatti is powered by an 8.0-litre, sixteen-cylinder engine. Producing 987bhp and 922lbft of torque it makes the McLaren F1's 627bhp and 479lbft look puny in comparison. Differing significantly in ethos over the McLaren and other supercars though, the Bugatti compliments its phenomenal performance with opulent luxury where previous record holders have focussed on driving purity and weight saving. Keeping that huge output in check is a four-wheel drive system and a seven-speed twin clutch paddle shift transmission.

This should mean it's an easy car to drive, but we'll not know until someone from outside Bugatti gets behind the wheel. That should be quite soon, too, as the final production car will be shown at the Frankfurt Motor Show next week.

Deliveries to customers are expected in the spring of 2006. This kind of performance doesn't come cheap for the 300 buyers though with the Veyron costing around €1million. While that might sound outrageously expensive to go any faster you'll need a jet. And most owners will have one of them already.

FERRARI F430 CHALLENGE

The F430 Challenge is Ferrari's eight cylinder competition car that will take part in next years Ferrari Challenge event, the Trofeo Pirelli. The car uses carbon-ceramic brakes, an F1 derived electronic gearbox and purpose designed 19in Pirelli slicks. The car's kerb weight is down to 1,225kg and racing features include a quick release steering wheel to assist driver changes and built-in pneumatic jacks for faster pit stops.



HONDA INTRODUCES AIR BAGS FOR BIKES



Honda has announced it has succeeded in developing the world's first production motorcycle airbag system. The new system, which can help lessen the severity of injuries caused by frontal collisions, is to be made available on the new Gold Wing motorcycle scheduled for release in late spring of 2006 in the US.

NEXT CLUB NIGHT – 2ND NOVEMBER

AT THE SCOUT HUT, RUNWAYS END, FARNBOROUGH

PHOTO QUIZ and TEMPEST TALK

Come along to find out details of Hart's involvement in the Tempest and have a go at Gren's photo quiz (aimed to be entertaining rather than too taxing!)

See you then!

NEWS FLASH! – LATEST MOTORING NEWS

- BMW has unveiled a new night vision system which uses an infrared camera, with zooming and panning functions, to see up to 300m up the road and highlight hazards as bright images.
- Williams F1 have signed a technology partnership agreement with UK research giant QinetiQ. Williams expect to gain access to a wider pool of technology and research facilities whilst QinetiQ will gain test time in the demanding world of the F1 Grand Prix circuit.
- Power generator RWE npower has sold the intellectual property rights to a high-efficiency engine it has been developing for 13 years to Mitsui Engineering of Japan. The company predicts that its Isoengine can operate at 60% efficiency, similar to modern gas turbine generators but without the need to work at larger scales. Comparable smaller engines struggle to make 50% efficiency. The engine is based on a two chamber, two stroke combustion cycle and uses high compression ratios and reclaimed exhaust heat to gain the efficiency benefits.
- Three teenagers failed in their attempt to steal fuel from a New Zealand farm. Surprised by their car's failure to start, having filled the petrol vehicle with diesel, the hapless trio peered into the fuel tank. Closer examination with a cigarette lighter put paid to their car and their getaway!
- An overweight German man has been released from his Mercedes contract. The 160kg man won a court case to free him from a lease agreement on the car that reportedly suffered faults caused by his weight.
- Siemens has invented a system that uses wedge shaped pads to improve brake response. The Electronic Wedge Brake (EWB) is brake-by-wire and uses aerospace technology to be faster and use 90% less energy than conventional hydraulics. This means the unit is smaller and lighter whilst removing the need for brake lines, servos and a brake fluid reservoir. The pads are driven by electric motors in the callipers. A prototype is expected to be installed in a car later this year.
- Fayek Osman of the University of Bath has developed a re-usable shock absorbing system for low speed impacts in vehicles. The device is quite simple, consisting of a metal bar in a curved channel. The end of the bar is impacted and the resulting force pushes the bar along the channel following the curve. This pushes the other end of the bar out so if the unit is symmetrical it can be turned around and used again.
- Antonov are suing Toyota for illegally copying its hybrid transmission designs in the Prius and Lexus hybrid models. Talks behind the scenes have not resulted in a satisfactory agreement being reached so legal proceedings have been initiated. In response Toyota has filed a counter action challenging the validity of the Antonov patent in the Munich patent court.
- Ford is to slash the number of component suppliers it uses by 50% in order to reduce costs. In exchange for up front funding of new projects Ford will expect commitment from its remaining suppliers to maintaining low prices over the product life cycles rather than Ford having to demand annual cuts.
- A man in Muncie, Indiana, was charged with theft after trying to siphon petrol from the storage tanks at a petrol station. The man was using a small pump to fill a 55-gallon tank in the back of his van, but fell asleep while waiting for it to fill.
- France's diesel engines are shunning fossil fuels. While Jacques Chirac has had his Citroen C6 and half of the government fleet converted to run on biodiesel, in the southwest of the country a vegetable-oil producer says that most of his production is being illegally used by car drivers.

Extended Membership Option

Hart Motor Club Limited are now offering the option of purchasing extended memberships, for any number of years, as a multiple of the annual membership cost (e.g. an individual membership for 5 years will cost $5 \times \text{£}15 = \text{£}75$). You may well ask 'Why would I want to do that?'

The main benefits are that you will be exempt from any increases in membership cost during the period for which you have purchased membership, and you won't have to worry about keeping your subscription up to date when your membership comes up for renewal! It also provides a means of investing in the future of YOUR club by making assets available which may be used to allow funding of events.

If you wish to purchase an extended membership, please speak to our membership secretary, Katie Williamson. *Please Note: All monies paid as extended membership are non-refundable.*

TRADE DISCOUNTS

SANDHURST MOTOR SPARES, 12 YORKTOWN ROAD, SANDHURST

Phone: 01252 860612 Fax: 01252 873687 E-mail: ktaylor@zoom.co.uk
 Opening hours: Monday to Saturday: 08:30 – 18:00 Sunday: 09:30 – 13:00
 SMS stock a large range of motor spares, accessories and tools (which are also available for hire). Additionally new and second hand cycles, accessories and repairs are available. Number plates and brake pipes can be made up and a range of motorsport components are kept. Contact club members Keith or Gwyn to discuss your requirements and discount.

CAMBERLEY AUTO FACTORS, HAWLEY LANE, CAMBERLEY

Phone: 01252 518222
 Opening hours: Monday to Friday: 08:00 – 19:00 Saturday: 08:00 – 18:00 Sunday: 09:00 – 18:00
 Club members can take advantage of a Hart MC trade cash account which has been set up at the Hawley Lane branch, one of the largest in the group. To use the account you must quote the account details at the time of purchase. The code is H0590, account name ID Hart Motor Club

YATELEY MOTOR SPARES, READING ROAD, YATELEY

Phone: 01252 874565
 Opening hours: Monday to Saturday: 08:00 – 20:30 Sunday: 09:00 – 20:30
 Wide range of motor spares, accessories and tools. Produce club membership at start of purchase to benefit from this discount scheme.

REGALIA

- Sew on Badges (as sent out to all members recently) **£1**
- 30th Anniversary Pin Badges (as sent out to all members recently) **£2**
- Hart Window Sticker
 (as below – sticks on inside of window – measures approximately 12in x 3in) **£2.50**



To place an order contact Katie Williamson 077688 31718, membership@hartmotorclub.org.uk